

**Amendments to the claims:**

1. (currently amended) A gear drive unit (10) in particular for adjusting moving parts in the motor vehicle, comprising:

having a rotor shaft (18), which is supported in a housing (16) and is braced axially on the housing (16) via at least one face end (50); and a separate toothed element (32) for transmitting torque to a gear component (38, 40), wherein said toothed element (32) is secured to the rotor shaft (18), characterized in that wherein the toothed element (32) has an axial bearing face (48), which rests on one of the face ends (50) of the rotor shaft (18), wherein the toothed element (32) further has an axial bracing face (60), wherein said toothed element is braced on an adjusting element (64) on the housing (16), wherein said adjusting element (64) presses with a predetermined pressing force against the axial bracing face (60).

2. (currently amended) The gear drive unit (10) as defined by claim 1, characterized in that wherein the axial bearing face (48) is located on a bottom face (46) of a bore (44) in the toothed element (32).

3. (canceled)

4. (currently amended) The gear drive unit (10) as defined by claim 1,  
~~characterized in that wherein~~ the axial bracing face (60) has a radius (59) and is  
embodied ~~in particular~~ as a spherical surface (58).

5. (currently amended) The gear drive unit (10) as defined by claim 2 4,  
~~characterized in that wherein~~ a through opening (52) is integrally formed onto the  
bottom face (46) of the bore (44) and ~~in particular~~ receives a ball (56) that has  
the bracing face (60).

6. (currently amended) The gear drive unit (10) as defined by claim 5 4,  
~~characterized in that wherein~~ the rotor shaft (18) has a radial bump (74) [[-]] in  
the form of a particular knurling (75) or a serration (76) [[-]] in an axial portion  
(78), ~~which wherein said radial~~ bump, upon introduction into the bore (44) of the  
toothed element (32), forms a force- and/or form-locking connection that is fixed  
against relative rotation.

7. (currently amended) The gear drive unit (10) as defined by claim 5 4,  
~~characterized in that wherein~~ in the axial region (78) of the radial bump (74) of  
the rotor shaft (18) [[-]] ~~in particular~~ at the end next to the bottom face (46)<sub>1</sub> [[-]]  
the bore (44) has a lesser inside diameter (86) than in regions (84) of the rotor  
shaft (18) that are without radial bumps.

8. (currently amended) The gear drive unit (10) as defined by claim 6 4,  
~~characterized in that wherein~~ the rotor shaft (18), after ~~the~~ an integral forming on  
of the radial bump (74), is through-ground, and ~~is can be~~ can be axially mountable  
mounted through a bearing sleeve (28) in the housing (16).

9. (currently amended) The gear drive unit (10) as defined by claim 6 4,  
~~characterized in that wherein~~ the connection of the rotor shaft (18) is connected  
to the toothed element (32) in a ~~the~~ region (78, 96) having the radial bump (74,  
73) ~~is embodied as~~ via a press fit, and in a ~~the~~ region (84) without radial bumps,  
the rotor shaft (18) is connected to the toothed element (32) via it is embodied as  
a clearance fit.

10. (currently amended) The gear drive unit (10) as defined by claim 1,  
~~characterized in that wherein~~ the toothed element (32) has a worm gear (34), a  
cone wheel toothing, or a straight or oblique pinion toothing, which meshes with a  
further gear element (40, 38).

11. (new) A gear drive unit (10) for adjusting moving parts in the motor  
vehicle, comprising:

    a rotor shaft (18), which is supported in a housing (16) and is braced  
    axially on the housing (16) via at least one face end (50); and  
    a separate toothed element (32) for transmitting torque to a gear  
    component (38, 40), wherein said toothed element (32) is secured to the rotor

shaft (18), wherein the toothed element (32) has an axial bearing face (48), which rests on one of the face ends (50) of the rotor shaft (18), wherein the toothed element (32) has a bore (44) formed as a blind bore, wherein a bottom face (46) is disposed on a lower end of the bore (44), wherein said bottom face (46) is formed as an axial bearing face (48) and rests on said at least one face end (50) of the rotor shaft (18), such that the bottom face (46) is oriented transverse to an axis of the rotor shaft (18).

12. (new) A gear drive unit (10) for adjusting moving parts in the motor vehicle, comprising:

a rotor shaft (18), which is supported in a housing (16) and is braced axially on the housing (16) via at least one face end (50); and

a separate toothed element (32) for transmitting torque to a gear component (38, 40), wherein said toothed element (32) is secured to the rotor shaft (18), wherein the toothed element (32) has an axial bearing face (48), which rests on one of the face ends (50) of the rotor shaft (18), wherein a through opening (52) is integrally formed onto the bottom face (46) of the bore (44) and receives a ball (56) that has the bracing face (60).

13. (new) A gear drive unit (10) for adjusting moving parts in the motor vehicle, comprising:

a rotor shaft (18), which is supported in a housing (16) and is braced axially on the housing (16) via at least one face end (50); and

a separate toothed element (32) for transmitting torque to a gear component (38, 40), wherein said toothed element (32) is secured to the rotor shaft (18), wherein the toothed element (32) has an axial bearing face (48), which rests on one of the face ends (50) of the rotor shaft (18), wherein the rotor shaft (18) is connected to the toothed element (32) in a region (78, 96) having the radial bump (74, 73) via a press fit, and in a region (84) without radial bumps, the rotor shaft (18) is connected to the toothed element (32) via a clearance fit, wherein a corresponding installation force is required only for the region (78) having the radial bump to press in the radial bumps.